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ments which conflict with this thesis are found on pages 35, 40, 89, 222, not to mention others. The author is probably not making clear whether he has in mind home-made manufactures, factory manufactures, or manufactures, by whatever system, for the market instead of for household consumption.

The reviewer would also take exception to such statements as "In a new country, where soil and climate permit, the first activity to which men turn their attention is farming" (p. 31); in this connection it is worthy of note that over vast areas in our own land, even where "soil and climate" permitted, lumbering, mining, fur trading, and ranching, if that may be regarded as separate from farming, have been the pioneer activities, and these enterprises were often of considerable magnitude. What is true of the United States holds likewise for new countries beyond our borders.

Such statements as the following given in explanation of our growth startle the reader: "The mere size of the United States then is a factor in its favor" (p. 10); and "the highest degree of opportunity is attained in a large, wealthy country with a scanty population" (p. 11). Possibly the author means by "wealthy" great stores of undeveloped resources, and by "opportunity" that there are few persons to compete for these resources. But to the economist, as well as to the ordinary reader, these terms more often have another meaning. Statements of this kind, however, are not numerous, and do not impair the value of Professor Keir's excellent chapters on the industries he has discussed.

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NEW BOOKS

- AYRE, W. *Organization for ship production: a paper read before the North East Coast Institution of Engineers and Shipbuilders.* (New York: G. E. Stechert. 1921. Pp. 50. \$1.)
- BACKERT, A. O., editor. *The A B C of iron and steel; with a directory of the iron and steel works and their products of the United States and Canada.* Fourth edition. (Cleveland, O.: Penton Pub. Co. 1921. Pp. 1, 408. \$5.)
- BALLARD, M. *The relation between shipbuilding production prices, and the freight market; read before the North East Coast Institution of Engineers and Shipbuilders.* (New York: G. E. Stechert. 1921. Pp. 34. \$1.)
- GAMBLE, T., compiler. *Naval stores; history, production, distribution and consumption.* (Savannah, Ga.: Review Pub. & Prtg. Co. 1921. Pp. 286.)
- JANOWSKY, K. *Zwei Studien über die Textilindustrie in der Tschecho-Slowakei und in Deutsch-Osterreich.* (Vienna: Hölzel. 1920. Pp. 109. 60 K.)

Directory of Illinois manufacturers. Edited by P. M. WALKER and compiled by D. MACLEAN. (Chicago: Illinois Manufacturers' Assoc. 1920. Pp. 1309. \$10.)

Fifty years of glass making, 1869-1919. (Pittsburgh, Pa.: Macbeth-Evans Glass Co. 1920. Pp. 93.)

Lumber, lath, shingles, etc. Census of Industry, 1918. (Ottawa, Canada: Dominion Bureau of Statistics. 1920. Pp. xi, 35. 10c.)

Report on productive industries of the commonwealth of Pennsylvania for 1916-1919. (Harrisburg: Dept. of Internal Affairs, Bureau of Statistics and Information. 1920. Pp. 878.)

Swift and Company yearbook: covering the activities for the year 1920. (Chicago: Swift & Co. 1921. Pp. 72.)

Transportation and Communication

The Electric Railway Problem. By DELOS F. WILCOX. (New York: The Author. 1921. Pp. xx, 789.)

This is an analytical report prepared by Dr. Delos F. Wilcox for the Federal Electric Railways Commission appointed May 31, 1919, to investigate street railway conditions which had reached a critical state and had assumed national significance because of the necessity of service in many cities during the war.

The commission held one hearing in New York City and a series of hearings in Washington. It thus accumulated a huge volume of evidence, personal opinion, discussion, statistical statements, and documents, which greatly overlapped, and required a comprehensive and systematic analysis to present the significance of the mass of material. Dr. Wilcox was engaged by the commission to prepare such an analysis which is contained in the present volume. Unfortunately the commission was inadequately financed and found itself unable to publish Dr. Wilcox's report, although arrangements were made for the publication of the commission's proceedings and various supplementary documents. Believing that his report should be made available to institutions and individuals interested in street railway problems, Dr. Wilcox has published the work at his own expense and has thus performed a great service. His analysis, in the acknowledgment of the commission, represents "a complete and masterful study of the whole electric railway problem."

The failure to publish Dr. Wilcox's report is particularly unfortunate since it tends to support a widely prevailing feeling that the investigation was furthered as part of a country-wide propaganda by street railway interests for an increase in fares, to bring national pressure upon local communities to remove franchise and contractual restrictions upon fares—not a serious inquiry to determine the facts and to